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Maintenance

MAINTENANCE TRAINING AIRCRAFT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This wing instruction implements AFD 21-1, *Managing Aerospace Equipment Maintenance*. It establishes local policies, responsibilities, and procedures for preparation and configuration of maintenance training aircraft prior to entering maintenance training status. It applies to the 18th Wing and associate units at Kadena AB. This publication does not apply to the Air National Guard or US Air Force Reserve.

1. References: PACAFI 21-101, *Objective Wing Aircraft Maintenance*.

2. Responsibilities: Fighter squadrons maintenance officer (SMO)/maintenance superintendent, and the 18th Logistics Support Squadron Logistics Training Flight (LGLT) are responsible for ensuring compliance with this instruction.

3. Procedures:

3.1. Sortie Generation Flight (SGF) will:

3.1.1. Ensure F-15C aircraft selected for maintenance training is properly configured for training, aircraft forms reflect current maintenance information, and required -21 equipment is installed prior to delivery. When the training aircraft requires SGF maintenance, for example, one time inspection (OTI), Time Changes, or Time Compliance Technical Orders (TCTO), SGF will ensure training area is cleaned upon completion of maintenance. Cannibalization of parts from an aircraft in maintenance training status will not interfere with the training in progress nor render systems required for training inoperative. All cannibalizations will be coordinated with the LG/CC and OG/CD(M) before parts are removed.

3.1.2. Ensure maintenance training aircraft is placed in Hardened Shelter 11 no later than (NLT) 0700 on Monday of the training week and released NLT 1700 on Friday.

3.1.3. Aircraft under maintenance training status will require 18 LG/CC and 18 OG/CD(M) approval prior to being released to the owning squadron during local exercises.

3.1.4. Training configuration will have no discrepancies that would interfere with the completion of effective training, two serviceable inboard pylons with LAU 128/ADU 552 missile launchers, LAU 106 missile launchers, impulse carts removed from all stations, and fully operable, properly safed M61A1 gun system. No munitions will be loaded on the aircraft. When aircraft is scheduled for fire department (crew extraction) training, egress system will be properly safed by 18 MXS Egress Shop.

3.2. Fighter squadron Production Superintendent will:

3.2.1. Verify training aircraft is serviceable and does not require maintenance that would restrict training.

3.2.2. Coordinate with the Maintenance Operations Center (MOC) and flight line expeditors to ensure aircraft is properly configured for training prior to entry into training status.

3.2.3. Coordinate with the Logistics Training Flight when unscheduled maintenance on or movement of the aircraft is required.

3.3. Logistics Training Flight will:

3.3.1. Ensure training aircraft requirements are forecasted to each fighter squadron's Plans, Scheduling, and Documentation (PS&D) Section monthly. This will include specific configuration requirements for applicable training courses. Each fighter squadron will be tasked with a maximum of one training aircraft at a time if the squadron is at home station during normal operations. If the squadron is deployed, training aircraft scheduling will be closely coordinated with the remaining squadron to ensure overall aircraft availability is sufficient to meet all operational requirements.

3.3.2. Ensure training aircraft meets the requirements for training purposes. If training aircraft is determined to be unsuitable, all training will cease until the respective SGF replaces or repairs the aircraft.

3.3.3. Coordinate with the MOC on any unacceptable training aircraft configurations, changes to maintenance status, and any outside agency support required.

3.3.4. Ensure training aircraft is returned to the fighter squadron with all operational and functional checks related to the associated training completed. If the checks cannot be completed for any reason, this will be coordinated with owning SMO/Maintenance Superintendent or Production Superintendent.

3.3.5. Ensure complete and accurate training aircraft forms documentation is accomplished to reflect maintenance performed.

3.3.6. Ensure system malfunctions encountered during training are properly entered in training aircraft forms. Maintenance instructor(s) will contact owning squadron at the end of each training session with aircraft status and any discrepancies.

3.3.7. Ensure training aircraft appearance upon return reflects that in which it was delivered.

3.4. The 18 LG/CC and the 18 OG/CD(M) must approve any deviations from this instruction.

JAMES B. SMITH, Brigadier General, USAF
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